

Amendments to the Specification:

Please amend the paragraph beginning on page 4, at line 13 as shown below:

B1
According to a second aspect of the present invention, a method is provided for controlling the speed of an engine within a hybrid electric vehicle which includes a generator having a rotor assembly which is operatively coupled to the engine. The method includes the steps of: selectively activating the generator effective to produce a negative torque ~~toque~~ which lowers the speed of the engine; and selectively and frictionally engaging the rotor assembly effective to further lower the speed of the engine.

Please amend the paragraph beginning on page 8, at line 7 as shown below:

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Clutch assembly 34 includes a generally ring shaped piston or member 72 which is retained within an annular groove or chamber 74 which is integrally formed within drum portion 42. Piston 72 is further operatively coupled to a conventional return spring or member 76. Piston member 72 is selectively movable within groove 74 (e.g., in the directions illustrated by arrows 78, 79). Clutch assembly 34 further includes three generally ring-shaped "friction" plates 80, 82 and 84, which are fixedly mounted to drum portion 42, and two generally ring-shaped "divider" plates 86, 88 which are fixedly coupled to rotor 15, and more particularly to hub portion 90 of rotor 15. Drum portion 42 is operatively coupled to or is integrally formed with the transaxle housing 94 and is thus rotationally stationary (i.e., portion 42 does not rotate). Hub portion 90 is operatively coupled to the rotor 15 of generator 14 and spins at a rate or speed provided by the rotor 15. Plates 80 and 84 each respectively includes an "inner" frictional surface (e.g., a frictional coating) which respectively engages plates 86 and 88, and plate 82 includes two frictional surfaces which engage plates 86 and 88. When pressurized fluid is introduced into groove 74, piston 72 is effective to move in the direction illustrated by arrow 78 and to engage plate 80, thereby compressing plates 80 - 88 and causing the rotation of rotor 15 to be "slowed" or stopped. Portion 42 includes a check valve (not shown) 96 which allows fluid to be expelled from groove or chamber 74 when valve 46 is

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closed. In the preferred embodiment, cooling fluid is passed through plates 80 - 88 in a conventional manner, thereby preventing heat damage to the plates.

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